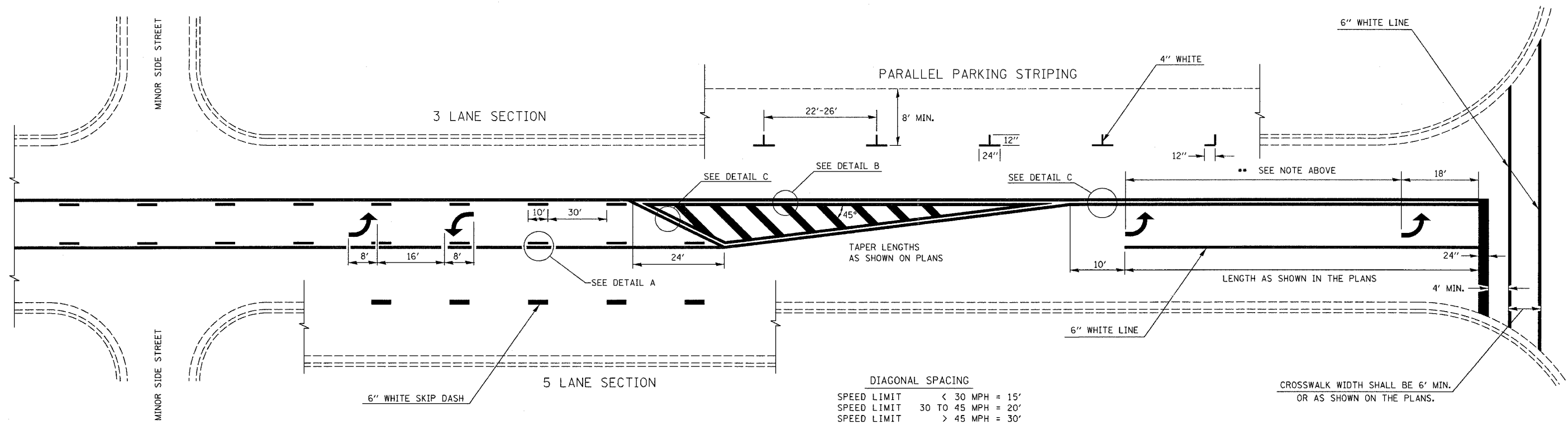


1 2 3 4 5 6 7 8 9 5/6/2005  
 10 11 12 13 14 15 16 17 18 c:\projects\74049d\03004pa.dgn  
 19 20 21 22 23 24 25 26 MMO REV: 05-05-99  
 27 28 29 30 31 32 33 34 35 36  
 37 38 39 40 41 42 43 44 45  
 46 47 48 49 50 51 52 53 54  
 55 56 57 58 59 60 61 62 63  
**EPMD1**

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
781	(1Z,17Z)RS-2	CRAWFORD	14	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT NO.		
CONTRACT NO. 74049				

•• PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.  
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR, IF REQUIRED.  
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



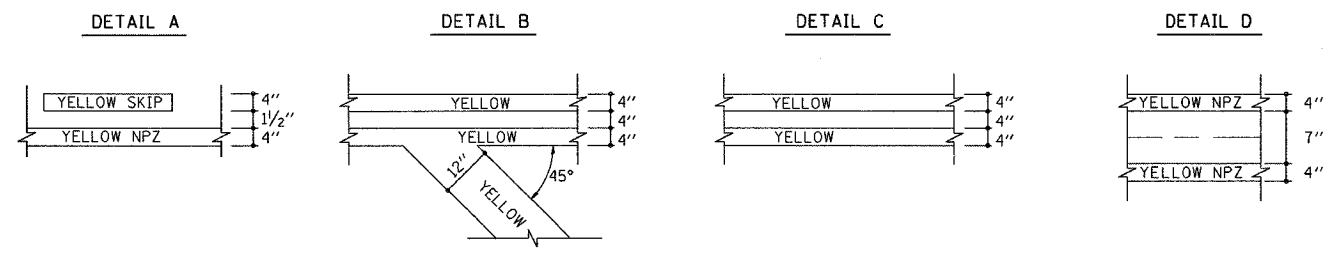
**DIAGONAL SPACING**

SPEED LIMIT	< 30 MPH	= 15'
SPEED LIMIT	30 TO 45 MPH	= 20'
SPEED LIMIT	> 45 MPH	= 30'

CROSSWALK WIDTH SHALL BE 6' MIN.  
 OR AS SHOWN ON THE PLANS.

**TYPICAL BI-DIRECTIONAL TURN LANE MARKINGS**  
 (SHOWING TRANSITION TO EXCLUSIVE LEFT TURN LANE)

- NOTES:**
1. NO LESS THAN 2 ARROWS SHALL BE USED.
  2. TAPER RATES, LANE WIDTHS, AND STORAGE LENGTHS AS SHOWN ON THE PLANS.
  3. AVOID PLACING BI-DIRECTIONAL ARROWS IN INTERSECTIONS.
  4. BI-DIRECTIONAL ARROWS SHALL BE SPACED A MAXIMUM OF 250'.



NOT TO SCALE

REVISIONS	
NAME	DATE
MMO	12-99
DRM	08-04

**TYPICAL APPLICATION OF PAVEMENT MARKINGS**  
**SHEET 2 OF 2**

SCALE: VERT. DATE  
 HORIZ. DATE

DRAWN BY  
 CHECKED BY

c:\projects\74049d\03004pa.dgn  
 DATE